

The “**BANTAM**” **SINGER**

*A full size
family car
with an
outstanding
performance*



The "BANTAM" SINGER

"9"



THE "Bantam" Singer car has been specifically designed to fill the needs of the family motorist — more space, more leg room, and a light airy interior give the impression of riding in a much larger car. At this low price it is exceptional value in the light car class.

THE performance of this model is far better than that usually expected from a car of this class. The powerful 9 h.p. engine with its instant acceleration will tackle any gradient with ease and gives added "nippiness" in restricted areas. An average speed of 35 m.p.h. over long periods may be maintained without driving fatigue.

The Two-door De Luxe Saloon

Specification

OF "BANTAM" POPULAR MODELS

Engine. Four cylinders cast integral with top half of crankcase. Overhead valves, overhead camshaft, driven by heavy duty roller chain. Bore 60 mm. Stroke 86 mm. Capacity 972 c.c. R.A.C. rating 8.93 h.p.

Crankshaft which is carefully balanced is carried in two extra large bearings. Camshaft carried in three bearings. Detachable cylinder head clear of accessories for easy removal. Aluminium alloy pistons drilled for oil return and fitted with three rings the lower ring being of a special oil saving type. "H" section alloy steel connecting rods. Engine mounted on rubber at three points.

Engine Lubrication by forced feed from a gear type pump to main and connecting rod bearings, camshaft bearings and camshaft chain. Large oil filter in the sump ensures that only clean oil is circulated. Dip stick oil level gauge is fitted and large oil filler with airtight cap is fitted on top of the engine. A breather tube leads engine fumes away from the body. Engine oil capacity 7 pints.

Petrol Supply. Petrol is drawn from a 7 gallon rear tank by an S.U. Pressure Pump and fed to the Solex Self-start Carburetter. Self-start is accessibly controlled from the dash.

Ignition. By coil and distributor from 12 volt battery. Automatic timing control incorporated in the distributor. Firing order : 1, 3, 4, 2. 14 mm. sparking plugs.

Cooling by thermo-syphon through a large radiator. Radiator filler cap under the bonnet. Water capacity two gallons.

Clutch. Single dry plate of large area. Light and easy to operate.

Gearbox. 3-speed and reverse with synchromesh on top and 2nd gears. Gears specially cut for silence at all speeds. Gearbox lubricated by splash. Oil capacity 1½ pints. Overall ratios : 5.57 : 1, 10.08 : 1, 17.75 : 1, 23.65 : 1.

Rear Axle. Semi-floating with silent spiral bevel drive, spur gear differential and pressed steel axle case. Axle ratio 5.57 : 1. Lubrication by splash. Capacity three pints.

Propeller Shaft. Hardy Spicer balanced tubular shaft with needle roller bearings.

Chassis Frame. Deep section pressed steel channel overlaid at the front, underslung at the rear, and having two tubular and three pressed steel crossmembers ensuring rigidity and strength.

Suspension. Long, wide, semi-elliptic springs front and rear carried on oilite bearings giving complete freedom from attention. Armstrong double action hydraulic shock absorbers all round.

Steering. Patented and improved worm and nut type, light yet definite, rigidly anchored to frame. 15-in. diameter steering wheel.

Wheels and Tyres. Five detachable wire wheels with five 17 x 4.5 tyres.

Brakes. Footbrakes operate on all four wheels by the Lockheed hydraulic system which ensures lightness of operation with automatic compensation. Handbrake operates on rear wheels only by a centrally mounted lever which carries the brake adjustment.

Electrical Equipment. Lucas electrical system is fitted comprising 12 volt, 51 amp. battery mounted on dash with large dynamo, coil, distributor, dimming headlamps, sidelamps, tail lamp, electric horn, starter motor with dash operated control. Switch mounted on steering column incorporates horn push, headlamp dimming switch and trafficator switch. Instrument panel carries ammeter, ignition switch, oil pressure gauge, electric petrol gauge, speedometer, panel illumination, carburetter self-start and starter motor controls.

Body Construction of timber and steel composite. All panels are steel pressings, reinforced throughout with pressed steel heavy gauge pillars, brackets, etc. All panel joints welded. All panels treated to inside faces against vibration and drum.

Doors. The doors are of steel pressings reinforced throughout against any possibility of distortion. Provision is made for the lowering of the main portion of door lights by means of mechanical regulators operated on high leverage principle for ease of manipulation. Each door is hung on three self-centring malleable iron hinges and is checked against rattle by means of spring loaded dovetails and locks with striking plates equipped with double catch action. Inside and outside handles have opening provided.

Seating. Saloon provides seats for four persons, the two front seats being independent bucket seats, and the rear seat accommodating two persons, each seat being independently sprung. Back rests of both front seats are made to hinge forward and downwards, thus providing comfortable ingress to rear seating. Front seats are made to slide and lock to any desired fore and aft position.

Windscreen. Single panel windscreen is provided, and made to deflect outwards by hinging in a concealed manner at top edge. Equipped with two independently operated quadrants, one either side, to fold flush when in closed position, and to permit of outward deflection to any suitable angle. Windscreen glazed in British Manufactured Safety Glass.

Water Drainage. Roof is provided with water trap tray with suitable outlets towards the front of the body, thus eliminating the possibility of unpleasant overflow at the body sides. Suitable drip cornice moulding is provided at roof edges.

Quarter Lights. These are arranged to lower by mechanical regulators in a manner similar to those described in the doors on the two door saloons. There are winding windows to all doors on four door models.

Dust Seal. The construction embodies a definite sealing of all parts against the possibility of rising dust or mud, etc. entering to the body interior. Similar measures have been adopted to all windows.

Tool Equipment. Complete tool equipment is provided in felt lined toolbox, situate on the front of dash beneath the bonnet.

Accumulator. This is positioned also on the front of dash beside toolbox, and bolted securely into position.

Trimming. All seating is upholstered in leather cloth with choice of colour schemes. Heavy pile carpet is provided to front and rear flooring. Seat backs, door bases and heelboard covered in good quality uncut repp.

Finish and General Equipment. Finish : Exterior cellulosed throughout ; Interior provided with the following : Roof lamp with integral switch. Pockets to doors ; access from all seats. Rear blind provided with control remoted to driving seat. Electric windscreen wiper with single arm and blade. Licence holder. Door pull handles. Cubby boxes either side of instrument panel of large dimensions. Full kit of tools. Flush fitting traffic direction indicators fitted in quarter pillars with control remoted to driving seat. Number plate.

De Luxe Models. These models are fitted with the following extra equipment. Chromium plated bumpers. Luggage grid that is instantly adjustable. Real hide seating. Sliding roof with single "push-pull" operation providing an opening of approximately 17" x 30".

ALL MEASURES ARE "IMPERIAL GALLON" BASIS AND WEIGHTS ARE ON "LONG-TON" BASIS.